

WHEN THE WEST WAS BORN AGAIN

Thirty-Ninth Anniversary of the Completion of the First Pacific Railroad --- A Crude Affair Compared With the Latest Enterprise---A Marvelous Construction of the New Western Pacific Line---How the Great Empire of the Prairies and Mountains Has Come Into Its Own

May 10, was the thirty-ninth anniversary of the greatest commercial event in the history of this country. On the 10th of May, 1869, the last spikes were driven in the first railroad to link the great West commercially with the rest of the United States.

Things were very different from what they are now on that May day thirty-nine years ago, though the entire country, which so long had held aloof from the Pacific railroad project, seemed to awaken at last and realize the meaning of the ceremony which was being performed at the little railroad town of Promontory in Utah, 638 miles east of Sacramento. Few people gathered to witness the event as compared to the number that had attended the far more imposing exercises when ground was broken in Omaha, in 1864. But the whole nation gave ear, as it were, to the sound of the hammer strokes that drove home the last spikes and for the first time brought into close commercial contact the great producing region of the West and the consuming centers of the East.

All the principal offices of the country were connected by telegraph with the now forgotten town of Promontory on that day, and the click of the instrument communicated to waiting thousands the resounding blows that completed the last section in the steel highway between ocean and ocean. The governor of California had come to attend the ceremonies, but from

between what has been and what is, of measuring America's wonderful progress in less than two generations, can be found than by comparing the first line to the Coast—the Union Pacific—and the latest—the Western Pacific.

When the first Pacific line was built the engineers ran the tracks around a boulder rather than move it, and even gave way to the largest trees. Though an authority writes that the constructors of the Union Pacific built better than they knew, it has taken the constructive genius of a Harriman and at least a hundred million dollars to rebuild the road and make it an efficient transportation system judged by modern standards. But not even mountains could turn the Western Pacific engineers aside. In the early days it was "get there somehow," today it is "get there wisely."

The instructions given the engineers of the Western Pacific were simple and direct: "You are to build a straight road which in no case will exceed a maximum grade of one per cent." Thirty-nine years ago that mandate would have spelled impossibility; to-day it is an accomplished fact. Indeed, on the older Pacific roads grades were as Nature made them; but the Western Pacific has been built in an almost unbelievable way which gives it, on eighty per cent. of its mileage from Salt Lake City to San Francisco, a maximum grade of four-tenths of one per cent.,



DIFFICULT SURVEYING
Neither Mountains nor Precipices Can Deflect the Course of Great Steel Highway of Today.

difference between the early roads and the latest. Two generations ago the West was regarded merely as a gap to be bridged in order to secure the supposed Oriental trade. Today the trade with the Orient is an almost negligible factor compared with the importance of providing for local traffic and developing new territory. In 1869 the West was nothing from the traffic manager's point of view; in 1908 it is everything; and the change has been marked by the growth simultaneously of the railroads and the country through which they pass. But the most striking difference between the methods employed in putting through the early Pacific roads and those used today appears on the financial side. Thirty-nine years ago the idea was simply to build a railroad, a railroad that will at the same time furnish the people of its territory transportation facilities that will make it profitable and an opportunity for secure investment.

The Union Pacific required for its construction tremendous government subsidies. Sometimes these took the form of millions of acres of land, sometimes of cash additions in the shape of bonds. In certain cases the subsidies aggregated \$48,000 a mile, and never did they fall below \$16,000. The West has come into its own, however, and now it has to look to no one for help in its great works. Not only has the Western Pacific received no subsidy, but it has actually paid the government for timber cut on the land along its right of way which the government laid claim to. With a population that has grown to thirty millions from the two millions of people it had when the Union Pacific was built, the West realizes its own gigantic possibilities and welcomes another railroad. Whereas moneyed men ridiculed what they regarded as a visionary scheme and refused to invest in the Union Pacific, so that it was almost impossible for the promoters of that great enterprise to secure capital, some of these same scoffers hastened to give their support to the present undertaking. The entire bond issue of the Western Pacific, amounting in round figures to \$50,000,000, was subscribed before a spadeful of earth was turned on the right of way.

Two-thirds of the way through the last century the West was a desert; now it is the great producer of freight. Then its railroads were built as a daring gamble; now they are constructed as an assured investment from the start. Then the one per cent. grade was an impossibility; now it is a characteristically twentieth century money maker—so expensive in the beginning that it would have frightened the previous generation, but so certain in result that it makes a strong appeal to this one.

Biliousness and Constipation.

For years I was troubled with biliousness and constipation, which made life miserable for me. My appetite failed me. I lost my usual force and vitality. Pepsin preparations and cathartics only made matters worse. I do not know where I should have been today had I not tried Chamberlain's Stomach and Liver Tablets. The tablets relieve the ill feeling at once, strengthen the digestive functions, purify the stomach, liver and blood, helping the system to do its work naturally.—Mrs. Rosa Potts, Birmingham, Ala. These tablets are for sale by Frank Hart and Leading Druggists.

For a burn or scald apply Chamberlain's Salve. It will allay the pain almost instantly and quickly heal the injured parts. For sale by Frank Hart and Leading Druggists.

WITHOUT ENGINEER

Overland Limited With a Hundred Passengers Aboard

NARROWLY MISSES SMASHUP

With Engineer Dead on Cab Floor the Overland Limited, Runs Wild Over Switches and Past Signals, at Speed of Sixty Miles an Hour.

CHICAGO, May 28.—The overland limited, fastest train of the Chicago, Milwaukee and St Paul Road system, ran Monday night at full speed for nearly sixty miles an hour over interlocking switches and past signals near Byron, Ill., with engineer Albert Gauvins lying dead on the cab floor and no controlling hand on the throttle. The train, with a hundred passengers aboard narrowly missed a smashup.

Officials of the railroad yesterday heard the story as told by Fireman Michael Nash. It proved a frightful tragedy had been averted as by a miracle.

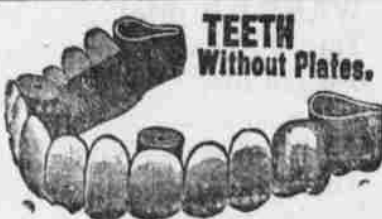
The train left Chicago on the journey to San Francisco with Gauvin at the throttle in very good health. Near Davis Junction, at Byron, where the train slows down to cross the right of way of another road, fireman Nash noticed that the train was flying across switches and tracks at top speed, unmindful of adverse set signals.

Just as the limited cleared the tracks of the other road, a heavy train thundered across on the rear. Nash leaped back into the engine cab and discovered Gauvin's body lying on the floor. The train was stopped and help called. An examination showed the engineer was dead as the result of hemorrhage of the brain. After some delay another engineer was obtained and the train proceeded. Guvin had been in the service of the road about 25 years.

Whooping Cough.

"In February our daughter had the whooping cough. Mr. Lane of Hartland recommended Chamberlain's Cough Remedy and said it gave his customers the best of satisfaction. We found it as he said, and can recommend it to anyone having children troubled with whooping cough," says Mrs. A. Goss, of Durand, Mich. For sale by Frank Hart and Leading Druggists.

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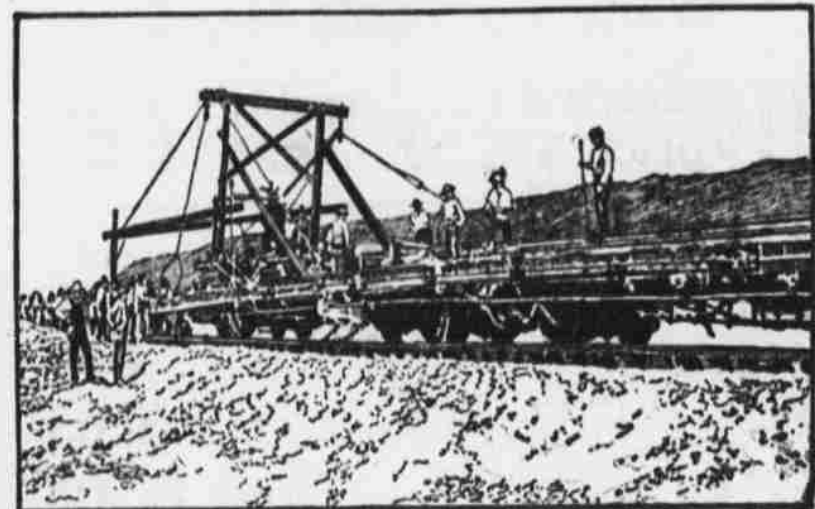
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To Republican Voters

AN OVERWHELMING majority of Oregon's voters by registration have formally declared that they believe in the principles of the Republican Party. Let them now show that they are honest by voting in accordance with their declarations. The Oregon election comes before the Republican National Convention. Let every Republican voter in the Second Congressional District uphold the honor of the Republican Party in Oregon and strengthen the influence of Oregon's delegation in the National Convention by voting for H. M. Cake for United States Senator and W. R. Ellis for Representative in Congress. If either of these Republican nominees fail of election the primary election system will be discredited and a return of boss rule will be invited. The good name of Oregon's delegation to the National Convention will be placed in a humiliating position. For the effect it will have on the November election it is imperative that the Republican nominees in the June election shall be elected by an overwhelming majority. As a believer in the principles of the Republican Party it is your duty to be at the polls June 1st, and vote for Cake and Ellis.

SECOND CONGRESSIONAL DISTRICT REPUBLICAN CENT'L COMMITTEE

E. H. FLAGG, Secy. W. E. WILLIAMSON, Chairman



TWENTIETH CENTURY RAILROAD BUILDING
Track Laying Machine at Work on the New Line to the Pacific—A Striking Contrast with the Methods of the Early Days

the other side of the Rockies there was the scantiest representation. The last tie to which the rails were spiked was made of highly polished California laurel and bore a silver plate with the inscription:

The Last Tie Laid in the Completion of the Pacific Railroad—May 10, 1869.

Into this were driven four spikes, two of silver and two of gold, and when they were fast and firm the great bond between the Atlantic and the Pacific was welded.

"Hats off!" was the message clicked by the telegraph instruments to the East. And then, after the invocation by the Reverend Dr. Todd of Pittsfield, the wire spread the word, "We have got done praying." Back came the answer, "We understand; all are ready in the East."

With that simple ceremony was completed the tremendous achievement of which Sidney Dillon, president of the Credit Mobilier—the company which constructed the Union Pacific—declared many years afterwards: "It is not too much to say that the opening of the Pacific Road, viewed simply in its relation to the spread of population, development of resources, and actual advance of civilization, was an event to be ranked in far reaching results with the danding of the Pilgrims or perhaps the voyage of Columbus."

The old West has practically vanished and with it many of the things that made the story of the building of the first Pacific railroad read almost like a fantastic romance. In the first quarter-century after its completion the Union Pacific accomplished results which have influenced the whole world to a striking degree. But today the work of that period seems crude and almost careless. No better way of understanding the difference

There, in a word, is the greatest